

OUR ADVERTISING DEPARTMENT
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ISHED with late ad-
vertisements of the most European
and American NOVELTIES
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moderate rates.

"CHINA MAIL" OFFICES.

The China Mail.

Established February, 1846.

THE HONGKONG CHINESE MAIL.
日中華郵報
Hongkong-We-Teng-Pao
ISSUED DAILY.
CARE OF THE
Editor and Publisher,
SUBSCRIPTION:
(For India & its dependencies in Hongkong, Calcutta, etc., other countries, including postage.)

VOL. XLX. No. 9929.

十一月二十日一千九百零八年一號

HONGKONG, TUESDAY, DECEMBER 11, 1894.

五十一十一年十一月

PRICE, \$2 PER MONTH.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG,

China (via Nagasaki), Kobe, Inland Sea, Yokohama and Honolulu, Wednesday, Dec. 12, at daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO., General Managers.

Hongkong, December 11, 1894. 1893

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA VIA AMOY.

The Steamship

Sungking, Captain DODD, will be despatched on SATUR-

DAY, the 15th Instant, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agen.

Hongkong, December 10, 1894. 1898

CHINA NAVIGATION COMPANY,
LIMITED.

FOR YOKOHAMA AND KOBE.

The Steamship

Chingtao, Captain INNES, will be despatched as above on

SATURDAY, the 16th December.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agen.

Hongkong, December 10, 1894. 1891

UNION LINE.

FOR KOBE AND YOKOHAMA.

The Steamship

Okean, Captain GRATE, will be despatched for the above Ports on SATURDAY, the 15th Instant.

For Freight or Passage, apply to

SHEWAN & CO., Agen.

Hongkong, December 5, 1894. 1875

WARRACK LINE OF STREAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

Argyle, Capt. J. O. WILLIAMSON, R.M., will be despatched for the above Port on or about MONDAY, the 17th Instant.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agen.

Hongkong, December 3, 1894. 1865

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 A.I. British Ship

Sainte Mirande, McMasters, Master, will load

here for the above Port, and

will have quick despatch.

For Freight, apply to

SHEWAN & CO.

Hongkong, December 4, 1894. 1868

FOR NEW YORK.

The 3/5 L. American Ship

Lady A. Nichols, Captain NIMMO, expected end

of December, will load for the above Port.

For Freight, apply to

SHEMSEN & CO.

Hongkong, November 24, 1894. 1866

To Let.

TO LET.

GODOWNS IN WANGTAY, at the back

of MOUREGON'S BARRACKS.

OFFICES TO LET.

1ST FLOOR adjoining the Undersigned

Offices in ICE HOUSE STREET, suitable for

Brokers and Merchants.

Apply to

DAVID SASOON, SONS & CO.

Hongkong, December 1, 1894. 325

TO LET.

DWELLING HOUSES—

BANGOUR, MOUNT KELLET,

(Furnished).

No. 1, CASTLE TERRACE,

A HOUSE IN WEST END TERRACE,

Boulevard.

FLOORS IN BLUE BUILDINGS.

FLOORS IN ELEGANT STREET, PEI

STREET AND STATION STREET.

FLOORS IN NO. 5, SHELLY

STREET.

GODOWNS—

BLUE BUILDINGS.

No. 7, PEI YUAN CENTRAL.

Apply to

THE HONGKONG LAND-INVEST-

MENT & AGENCY CO., LTD.

Hongkong, November 30, 1894. 1

TO LET.

NO. 2, PEDDER'S STREET, next to the

GENERAL POST OFFICE.

Apply to

G. C. ANDERSON,

Hongkong, December 7, 1894. 1888

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPPING PAPERS.

JAPAN WALL PAPERS.

&c. &c. &c.

PRICE VERY MODERATE.

ORDERS to be respectfully made by

the Undersigned.

MITSUI-BURMAN KAISHA,

6, Queen's Road Central,

Hongkong, January 1, 1894.

Intimations.

IN THE SUPREME COURT OF
HONGKONG.

In the Matter of the Estate of GEORGE
JOHN VOWLES, late of Victoria,
in the Colony of Hongkong, Assistant
Sugar Refinery, Deceased.

LONDON.—F. ALGAR 11 & 12, Clement's
Lane; Lombard Street, 30, Cornhill; GORDON
STREET; E. O. GEORGE
STREET; GORDON & CO., 150 & 154,
Lombard Street; W. M. WILLIS, 151,
Cannon Street, E.O. ROBERT WATSON,
109, Fleet Street.

PARIS AND EUROPE.—MAYNOE,
FAVRE & CO., 18, Rue de George
Baptiste.

NEW YORK.—J. STEWART HARRIS, THE
CHURCH EVANGELIST OFFICE, 52, West
22nd Street.

SAN FRANCISCO and American Posts
generally.—BEAN & BLAIR, San Fran-
cisco.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GOUK, M.
AND SONS, Sydney.

GYRLIN.—W. M. SMITH & CO.,
Another Co., Colorado.

SINGAPORE, STRAITS, &c.—KELLY &
WILSON, Ltd., Singapore.

CHINA.—MACAO, A. A. DA GUAZ, Amoy,
HONG & CO., LIMITED. Foochow,
HONG & CO., and KELLY & WILSON,
Yokohama, LANE; CRAWFORD & CO.,
and KELLY & CO.

BANKS.

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL.....\$1,500,000.
SUBSCRIBED.....\$1,125,000.
PAID-UP.....\$562,500.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at
the rate of 2% per annum on the Daily
Balance.

ON FIXED DEPOSITS:

For 12 Months.....5%

For 6 Months.....4%

For 3 Months.....3%

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1893. 226

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.
RESERVE FUND.....\$4,500,000.
PROPRIETORS.....\$10,000,000.

COUNCIL OF DIRECTORS:

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BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 3
per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 3 per cent. per annum.

6 4 5

12 6 5

T. JACKSON,
Chief Manager.

Hongkong, August 18, 1894. 333

HONGKONG SAVINGS BANK.

THE business of the above Bank is com-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

3% PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 5 PER CENT. per

To-day's Advertisements.

HARMSTON'S GRAND CIRCUS

AND
ROYAL MENAGERIE
OF
WILD ANIMALS.ALL OTHERS FADE WITH THE
SETTING SUN,
BUT WE APPEAR MORE BRIGHT
THAN EVER!

TO-NIGHT! TO-NIGHT!

IMMENSE SUCCESS IMMENSE SUCCESS
ON THEMILITARY SPECTACLE:
THE CHINA AND JAPAN WAR,
Introducing all the EXCITING SCENES of the
FALL OF PING-YANG.
Embracing also the HISTORICAL EPISODE
TRYING TO SAVE THE COLOURS.
400 Men and Women engaged in this
PRODUCTION.TO-NIGHT (WEDNESDAY),
GRAND MATINÉE.
Doors open at 2 o'clock, to commence
at 3 sharp.WHEN THE CHINA AND JAPAN
WAR WILL BE PERFORMED.
BOX PLAN at KELLY & WASH'S.ROBERT LOVE,
Manager.

Hongkong, December 11, 1894. 1999

In the Matter of Rev. WM. THOW,
Decided.ALL DEBTS DUE to the Estate of the
late Rev. WM. THOW, who died at
Taiwanfu, Formosa, on the 4th day of
June, 1894, must be PAID to the Undersigned
signed on or before the 31st day of
JANUARY, 1895. And all Persons having
CLAIMS on the said Estate are requested
to send in Particulars to the Undersigned
on or before the said date.THOMAS BARCLAY,
Administrator.TAIWANFU, FORMOSA,
7th December, 1894. 2006THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
Emperiale,Captain TAYLOR, will be
dispatched for the above
Port TO-MORROW, the 12th Inst., at
10 a.m.; instead of as previously advertised.
This Steamer has Superior Accommodation
for Passengers, and is fitted with the
Electric Light.For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, December 11, 1894. 1997

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SHANGHAI VIA SWATOW.
(Taking Cargo & Passengers at through rates
for CHEFOO, HANKOW and Ports
on the YANGTZE)The Co.'s Steamship
Tasman.Captain H. W. HOOD,
will be dispatched as
above on THURSDAY, the 13th Inst., at
10 a.m.For Freight or Passage, apply to
JARDINE, MATHEWS & Co.,
General Managers.

Hongkong, December 11, 1894. 2007

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR KOBE (DIRECT).

The Co.'s Steamship
Fokine,Captain DAVIS, will be
dispatched for the above
Port on THURSDAY, the 13th Inst., at
10 a.m.For Freight or Passage, apply to
DOUGLAS LAPRAIK &
General Managers.

Hongkong, December 11, 1894. 2010

Dakin, Crickshank &
Company, Ltd.HAVE JUST RECEIVED A CONSIGNMENT
OFIlford Dry Plates,
1 1/2 x 1 1/2, 10 x 8, 10 x 12,
and are offering the same at
POPULAR PRICES.Sensitized Albumenized
PAPER,

in tins.

CHEAP AND RELIABLE.

Dakin, Crickshank & Co.,
VICTORIA DISPENSARY,
HONGKONG.

Vessels Advertised as Loading.

Destinat.	Vessels	Amts.	Date of Leave.
Japan.....	Ancona (s.)	P. & O. S. N. Co....	Dec. 21, at noon.
Kobé.....	Fokien (s.)	Douglas Lapraik & Co.	Dec. 13, at 10 a.m.
Kobe and Yokohama.....	Ojoron (s.)	P. & O. S. N. Co....	December 18.
London, v. Marselles.....	Canton (s.)	P. & O. S. N. Co....	Dec. 21, at noon.
London.....	Shang-ti (s.)	P. & O. S. N. Co....	December 24.
Manila, via Amoy.....	General (s.)	Brewster & Co....	Dec. 12, at 1 p.m.
Manila, via Amoy.....	Sing-kang (s.)	Brewster & Co....	Dec. 15, at 1 p.m.
Marselles, v. Shantung.....	Obokan (s.)	Messageries Maritimes	Dec. 12, at noon.
New York, v. Shantung.....	Orville (s.)	Dodd, Carrill & Co.	About Dec. 17.
New York, v. N. Y. N. C. & G. Co.	Lyon & Nickels	Simsom & Co.	Quick despatch.
Philadelphia, v. Java.....	Orville (s.)	P. & O. S. N. Co....	Dec. 12, at 12 p.m.
San Francisco, v. Belgium.....	Orville (s.)	P. & O. S. N. Co....	Dec. 19, at 12 p.m.
Shanghai and Kōbō.....	Peninsular (s.)	Shaw & Co.	Quick despatch.
Shanghai and Kōbō.....	Bornosia (s.)	P. & O. S. N. Co....	About Dec. 14.
Shanghai & Swatow.....	Tsimshun (s.)	Jardine Matheson & Co.	Dec. 13, at 3 p.m.
Victoria (B. R.), v. Sikhs (s.)	Empress o Japan (s.)	Douglas Lapraik & Co.	Dec. 12, at 12 p.m.
Yokohama and Kōbō.....	Ching-ku (s.)	N. P. & S. & R. Co.	Dec. 23, at noon.
Yokohama and Kōbō.....	Ching-ku (s.)	Butterfield & Swire	December 15.

To-day's ADVERTISEMENTS.

PUBLIC AUCTION
OF
VALUABLE JAPANESE PLANTS, &c.Title Undersigned has received instructions
to Sell by Public Auction,

TO-MORROW

(WEDNESDAY), the 12th December, 1894, commencing at 2.30 p.m., at his
Sales Rooms, Duddell Street—
Just Received from YOKOHAMA
per Steamer Nanshyo,
(for Account of whom it may concern),
A VALUABLE COLLECTION OF
JAPANESE PLANTS, &c.,
comprising—CAMELIAS, PINK and RED MAGNO-
LIAS, AZALIAS, TREE PEONIES,
STRAWBERRY PLANTS, BULBS, and
A VARIETY OF OTHER SHRUBS and
PLANTS.On View on the day of Sale,
TERMS OF SALE.—As customary.GEO. P. LAMMERT,
Auctioneer.

Hongkong, December 11, 1894. 2009

DUDDELL STREET.

HONGKONG VOLUNTEER CORPS.

ORDERS BY ACTING COM-
MANDANT.No. 163.—Following the English custom,
CHURCH PARADE, at St. JOHN'S
CATHEDRAL, has been arranged for
SUNDAY NEXT; details will be communicated
MEMBERS, by the OFFICERS
COMMANDING THE BATTERY and
COMPANY.No. 164.—The RIFLE RANGE is placed
at the disposal of the OFFICERS COM-
MANDING MACHINE GUN COMPANY, on SATURDAY NEXT, from 2.30
p.m., for RECRUITS' COURSE of MUS-
KETRY.By Order,
C. G. TAYLOR,
Lieut. R.A.,
Adjutant H.K.V.C.HEADQUARTERS,
Hongkong, December 11, 1894. 2008C. G. TAYLOR,
Lieut. R.A.,
Adjutant H.K.V.C.

H. P. A. 19.

ARRIVAL.

December 11.—

Caldonian, French s., 2,633. Faudin,
Shanghai December 8, Maids and General
MESSAGERS MARITIMES.Riversdale, British s., 1,112, E Peck,
Moji December 5, Coal.—JARDINE, MATHE-
WS & CO.Chrysanth, British steamer, 1,482, O. An-
derson, Sydney November 20, Coal.—PATERSON,
Port Darwin December 1, General.—BURTON
FIELD & SWIRE.Molave, British s., 1,446, T. Burnside,
Barry Dock October 20, Coal.—ADMIRALTYPolice, British steamer, 509, W. Davis,
Tamsui December 8, and Amoy 10, Camphor
and General.—DOUGLAS STEAMSHIP CO.Bequia, British steamer, 4,211, W. H.
Walker, San Francisco November 15, Yoko-
hama December 5, and Nagasaki 8, Maids
and General.—O. & O. S. S. Co.Mahida, German steamer, 600, P. Moos,
Quinton December 5, and Touren 8, Rice
and General.—SIESEN & CO.

DEPARTURES.

December 11.—

Payang, for Canton.

Actis for Hainan.

Glenayr, for Singapore and London.

Tui Tsch, for Kobe.

Lindisfarne, for Singapore and Bombay.

Loyat, for Shanghai, Japan and Tacoma.

Swatow, for Haiphong.

Cromarty, for Amoy.

Hangzhou, for Canton.

Cleared.

PASSENGERS.

Arrived.

Poole, for New York.

Amy Turner, for Baltimore.

Taku, for Kintang.

Hastie, for Swatow.

Moldavia, for Kintang.

H. P. A. 19.

HOURS OF CLOSING THE
ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in
closing the Mail for EUROPE, &c., by the
English and French Packets, when they
leave at Noon. The Money Order Office
will be closed at 5 the day before.8.00 A.M.—Posting of Prices Current and
Circulars ceased.(Price Current and Circulars may
however be posted up to 10 o'clock
if they are tied in bundles, counter
balanced, with the address all
one way.)

10.00 A.M.—Registry cases.

10.30 A.M.—Posting of Newspapers,
Books, and Patentee cases.

11.00 A.M.—Mail closed.

11.30 A.M.—Mail from 10 cents
to 10 francs, after which hour they may
be sent on Board with the same Letter
Fee.

12.00 NOON.—Closing the Mails, &c.

FRENCH CONFECTI-

ONERY.

which are very suitable for SEASONABLE

PRESENTS to LADIES and CHILDREN.

And

FRENCH CONFECTI-

ONERY.

from the very best Parisian House,

including—

FRUIT JELLIES, PARISIENS, CRYSTALLIZED

APRICOTS, CHERRIES, GREENGAGES, &c., in
LARGE ASSEMBLIES.

2000

Feet.

Mosses, Lichens, &c., for Letter Writing.

Letters, Envelopes, &c., for Letter Writing.

THE CHINA-JAPAN WAR.
WITH THE JAPANESE BEFORE PORT ARTHUR.
GRAPHIC DETAILS BY OUR CORRESPONDENT.
CHINESE BARBARITIES.
DARING CONDUIT OF JAPANESE SPIES.
NARROW ESCAPE OF OUR CORRESPONDENT.
EXPERIENCES OF A SCOUTING PARTY.
ARRIVAL OF FOREIGN ATTACHES.
SUB-COL. TAYLOR AND CAPT. DU BOULY WATCH THE OPERATIONS.
CHINESE SORTIE REPULSED.
A TRIBUTE TO JAPANESE BRAVERY.
Doj-eha Village,
20th Nov., 1894.

The attack on Port Arthur or Lu-chunko, the principal point of this campaign and perhaps of the whole war, is to take place to-morrow, commencing at dawn. We have been moving all day, mounted or on foot, for fourteen hours without a rest; but I must write now what I can of recent events, as one never knows what may happen to prevent the proper completion of the task at a later stage.

On the 14th November, Field Marshal Gyami, commander-in-chief of the second army, had his headquarters at Kinchau, and was waiting for reinforcements before advancing south and west on Port Arthur. The army then comprised little more than one division, commanded under him by General Yamaji. The exact numbers are carefully withheld, for natural reasons of policy, but may be estimated approximately. A division consists of two brigades; a brigade ordinarily has three regiments, each of three battalions, and 800 men make a battalion. In this campaign the brigades are altered a little, and include some engineers, cavalry and artillery, with less infantry. Thus Yamaji must have had at Kinchau about 15,000 of all arms. General Hisagawa's mixed brigades were then to join, making about 20,000. Of these two or three thousand were destined for garrison duty and to protect the line of communication so that the total Japanese force actually attacking Port Arthur is probably not much more or less than 17,000.

The order was that Brigadier-General Nishi should lead the Division, Brig. Gen. Hisagawa operate on the left wing (south-east of the main line of march). The artillery included 78 pieces in all, in batteries of six; two batteries were with the left wing column, and the rest with Yamaji's division, i.e. the main army. These two guns were mountain guns of about two inches. In the centre of the line there were two five-inch 'siege guns,' specially hurried forward from Shimonosaki and Osaka, though they took comparatively little part in the fight, and the rest were field and mountain guns in about equal number, all with the Japanese, which took up positions on the Japanese right in the Port Arthur action.

The advance from the isthmus was most carefully and systematically conducted, in face of great difficulties which an active and scientific effort ought to have made insuperable. The country is unignorable and inaccessibly. The ground is naturally contestable—studied with moderately steep hills, ranging from gentle low undulations to crags 200 feet high in every direction, with thousands of rocky ravines and gullies; broken valleys, with very little water, intersected by winding water-courses like a perfect labyrinth with little or no water at this season. The shale country is extremely dry and bare at this time of the year, and terribly stony. Cultivation is carried right up the hills in many places, though there is practically no vegetation at all now. Every two or three miles there are small villages, roughly built of stones, nestling in hollows, with numerous stone and mud fences about the fields. Roads and paths are innumerable, all exceedingly rough and stony, in many cases mere river-beds; but they are just now rather better than the average of China. An inch or two of rainfall would make the country well nigh impassable for an army. Provisions are plentiful since the corps are all gathered, but water is scarce and bad; none was allowed to be used at all until after careful analysis by the Medical Staff, and we never drank any unless it could possibly avoid it.

On the 17th November, the Field Marshal received word that the Brigade under Hisagawa and the big siege guns were on the way from Ka-yun-ko to Taliens and would arrive in two days. The message was sent by field telegraph, which, in spite of all difficulties, succeeds wonderfully well in following the Field Marshal wherever he goes. Unfortunately it has not yet been established between Ka-yun-ko and Ossian that there is a regular steamer to have to cover. This will be remedied in a week or two, probably, and then telegrams can go through from Port Arthur to Japan.

On receipt of this news, the Field Marshal ordered the advance to begin, baggage being, of course, reduced to a minimum. The main road is a Chinese military road, with telegraph lines on each side, connecting Port Arthur with Kluichau, and keeping between the centre and north shore of the peninsula. There is not the least chance of anything having gone down to keep the road in repair; after it was first cut, the soft parts are despatched, and the hard parts flogged and strew with stones. Over the plains, carts driven in black clouds, which suggest the great dust-storms of North China and Mongolia. It was particularly fortunate that we had little wind, and bright cold weather all the time.

Japanese spies, in Chinese dress and speaking Chinese like natives, had been all over the country weeks ago, and had cut the wires in several places. I spoke with one spy who had opened a shop in Kinchau a week or two before the city was captured. Four of his compatriots in this perfidious work had been detected, tortured, and killed; no exact actions with valuable information about their movements, dispositions and spirit. The Chinese secret police had also been at Port Arthur, as far as I can ascertain, a great deal, as it is a strength and weakness. They would like to go into his experience in detail, but at any rate said after the battle the Japanese keep a strict watch on such matters.

At night on the 17th Gen. Yamaji started off his main body, the vanguard under Nishi being one day ahead, feeling the way. The ordinary day's march of the Japanese army is six miles (a mile is a little over two miles). We encamped at the village of San-jih-ho, or Thirty-i-Sation. A Chinese in his gathering under a third of a mile, so that this place is about twelve miles from Kinchau. Here a despatch was received by wire announcing that Lt.-Col. Masamori, with two of Hisagawa's battalions (the famous Kumanoto Brigade), was already on its way along the coast past Port Arthur, the wretched general himself commanding a small force between that line and our division. It was also announced that a

Chinese army of three thousand men or more, advancing rapidly in three columns, emerged from Port Arthur valley, some three miles north of Port Arthur, and were resuming their defence for the Port itself and its girdle of fort. This turned out not to be the case. The despatch also said that the Chinese were doubtless marching in large numbers, and that two ships which had been in dock were with their crews far from being properly completed.

A Chinese scout, captured by Japanese riflemen, was brought in alive, and was escorted to the front of the lines and sent back to Port Arthur with the following letter, which was afterwards found in the Tso-tai's yamen:

'Major Ocampo to General Ju.
I have had your great name always, though I have never met you; I stayed some time in Pekin as military attaché to the Japanese Legation. I should like to see you and make your acquaintance, but now I am sorry to say that we are to meet in the field. Our army invaded Kinchau, which I am told your Excellency was unable to hold and so fled to Luchuan (Port Arthur). It is no fault of yours, but the fortune of war; the troops under your command are raw recruits, and not strong numerically, whereas our troops have had many years of thorough training, and are excellent fighting material, not to be compared with yours. Moreover we are superior in numbers; we have fifty thousand men now marching to attack Port Arthur. It is hardly necessary to remind you that your soldiers have been defeated by ours, first at the battle of Asan, a second time at Pingang, third time on the banks of the Faluo river; and that you have been defeated on the sea, and your have never yet been able to hold your ground. What I state is the truth; it is the will of heaven that we are to meet at once, but if my throw away your Excellency to be good enough to let me know your Excellency's intentions to make a struggle at Port Arthur, but it will be of no avail. None indeed our army is fighting for autonomy on its side; the reason of making your acquaintance, but I take the liberty of writing to let your Excellency understand the position.—Twelfth day of tenth moon.'

In San-ju-ho we were found, for the first time since leaving the latitudes, many houses quite empty, showing that the cordial goodwill established between the invaders and the inhabitants had not spread far, and that there was still great fear of molestation. All the vacant houses were at once taken as officers' quarters, and in addition a few rooms in occupied houses were rented; the rank and file had to bivouac in farm-yards and fields, with such shelter as they could get from stone walls and stacks of straw. Camp fires were thus a great danger, but practically no damage was done anywhere. The newspaper correspondents were quartered on a small farmer who protested vigorously at the intrusion; we had to impress on him, gently but firmly, that he had rather a good deal to do than Mafor, and that if he made any trouble he would soon find out some of the stern realities of war.

It was fortunate that besides large quantities of cereal and vegetable stores for the army there was a lack of fodder for the animals and stores for huts and tents to accommodate the soldiers. Beside the ordinary army horses, the army obtained locally a fair number of ponies, mules, donkeys, and oxen for carrying baggage. They are fairly serviceable, and possess considerable power of endurance. Over a thousand animals were thus requisitioned.

Water is always a difficulty. In Corea the supply was so contaminated by the filth of the natives that hundreds of the troops contracted dysentery. There is also the constant danger that the Chinese may poison the wells, which here are very poor. The Engineers Corps are always prepared to sink wells for the army on the march, though I have not yet seen this done; but the unavoidable delay in issuing water for twenty or thirty thousand men is a constant inconvenience. Add to this the trouble of sorting and serving out stores, in a weary straggling column three or four miles long; the utter impossibility of finding a particular man or thing in such a large army; the trouble of task of locating and quarreling over every body with some degree of order, convenience, and safety; the difficulty of finding the way about, in a pitch dark night, in an unknown place—such one may form a faint idea of the difficulties which have to be endured in the course of march.

Next day (18th), starting at 5 a.m., the army marched until about 1 p.m., over terrible rocky trunks along the hills and deep sandy roads in the valleys, to Li-eh-sha village, well within twenty miles of Port Arthur, coming up with the advance guard. News of fighting ahead immediately took some of us forward at top speed, and by 2 p.m. we reached the crest of a small eminence separating the Yo-jo-sha valley from the Dzio-ju-ho valley, where we saw a lively skirmish ending in a Chinese 'strategic rearward' movement. Behind us all along the ploughed fields, through the picturesque village in a little wooded hollow, across the broad shallow stream, Japanese infantry hurried eagerly forward at the double, panting and breathless with a run of three or four miles in clouds of dust; yet only too anxious to have a chance at the enemy. Artillery clattered past at full gallop, bumping over boulders and plunging deep through the sand, splashing and stumbling across rocks and scrambling up the hill, spattering neither man nor beast in the rain in the front; while now and then a wounded warrior, smiling bravely in his pain, had helped through the throng to the Red Cross tent near the village. The place swarmed with the Chinese, who had been overtaken by three foreign attaches, Surgeon-Col. Taylor, from the British War Office; Capt. Du Boiley, R.A.; and Lt. Col. Firth Infantry, U.S.A., who had just arrived via Vancouver, and had come on with Field Marshal Gyami. The meeting was particularly joyous, for white faces and English tongues are few indeed here.

The position was soon explained. Sui-ki-ho and Port Arthur lie north and south in a large valley, with a small plateau and two streams running down the centre. The surrounding hills form a very broken circle, four to seven miles apart. The principal points average six hundred feet in height, and the country outside of the amphitheatre is dotted all over with bare hills. North west of Port Arthur is the key of the position, a very strong earth-work consisting of two forts and a redoubt protected by a 10 ft. wall, along the crest of a steep hill. This is called in Chinese Ping-han, in Japanese Yawmou or Isukan, in English, Table Mountain. Across the valley south-west and north-west, hidden in the gloom behind the edges, General Yamaji's division, only a mile or two away, Kao-wai, on the other side of Sui-ki-ho, attacked them, and a smart skirmish on a small scale ensued. The outlying Japanese drew together, mustering about a score of horse and eighty or a hundred foot. There was no telling how many Chinese were lurking about and behind the deserted village of Hsiao-pu, but while the Japanese vanguard was throwing out reinforcements, beginning with Shou-ju-ho (face-ree) Hill, which overhangs Sui-ki-ho, and ending with Kao-wai, or Two Dragon Hill, towards the south-east of Sui-ki-ho, they could not see, however, what was visible from the hills behind them—

NEWS BY THE AUSTRALIAN MAIL.

MR. GLADSTONE AND THE RADICALS.
 London, Nov. 9.—The Radical section of the press is inclined to view the action of Mr. Gladstone in giving a vote to correspondents who had communicated with him on the subjects of the liquor laws and religious education in State schools. The Radical newspapers declare that he ought to be gagged, since he is throwing the party.

THE BANKING STATE.
 London, Nov. 10.—A trust is being formed with a capital of £1,500,000 to take over the balance of the Banking State.

WRECK OF THE 'DORADA.'

London, Nov. 8.—The certificate of the captain of the British-India Company's steamer *Dorada*, which was wrecked on the Island of Poiso, off the coast of Portugal, in September last, has been suspended for six months.

TERrible ATROCITIES IN ARMENIA.

London, Nov. 17.—A scathing speech at the Lord Mayor's banquet at the Guildhall, on the 9th instant, the Premier, the Earl of Rosebery, alluding to the question of the control of Samoa, said that he could not trace any authority for the rumour which was published in the newspapers that New Zealand desired to administer the affairs of Samoa. The rumour, he said, was too ridiculous for official contradiction, but such statements aroused suspicions which it would be impossible for any diplomatic assurance to remove. The Times subsequently replied to the Premier and published a statement that the Colonial Office was informed of the desire of Samoa. It concluded by inviting the Premier to withdraw the charges made against the Press.

THE DAILY NEWS.
 London, Nov. 17.—In its financial article this morning the *Times* announces the failure of Novell & Co., merchants of East Cheap street, this city. The sum amount to \$700,000. The concern will be wound up.

LONDON, NOVEMBER 14.—IN ITS FINANCIAL ARTICLE THIS MORNING THE TIMES ANNOUNCES THE FAILURE OF NOVELL & CO., MERCHANTS OF EAST CHEAP STREET, THIS CITY. THE SUM AMOUNT TO \$700,000. THE CONCERN WILL BE WOUND UP.

GERMANY DEMANDS SATISFACTION.

Berlin, November 13.—Advice received here from Tangier, Morocco, says a German named Franz Neuman was murdered by natives on November 4th. The German Minister to Morocco has been ordered to proceed immediately to Fez and demand satisfaction for the murder.

HEAVY FAILURE.

London, Nov. 17.—The *Times* publishes a statement that the Colonial Office was informed of the reported desire on the part of New Zealand to administer the affairs of Samoa. It consequently invites Lord Rosebery to withdraw the charges which he made in a recent speech against the press in connection with the subject.

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THE DAILY NEWS.

Mails.

Occidental & Oriental Steamship Company.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgian (Narrows) Wednesday, Dec. 19, Kowloon Island Sea at daylight and Yokohama) 1894, at daylight.
Orient (via Nagasaki, via Kobe, Inland Sea & Yokohama) Wednesday, Jan. 9, 1895, at daylight.
Garlic (via Nagasaki, Kobe, Inland Sea and Honshu) Saturday, Jan. 26, 1895, at daylight.

W.H. Steamship *BELGIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, 19th December, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 6 p.m. the day previous to sailing.

General Invoices to accompany cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,
Acting Agent.
Hongkong, November 21, 1894. 1894

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for EAST-VA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *SIAM*, Captain G. K. WRIGHT, R.N.R., carrying the Majestic's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 20th December, at noon.

All Cargo for Marseilles, London, &c., will be transhipped at Colombo into a steamer proceeding direct to those ports.

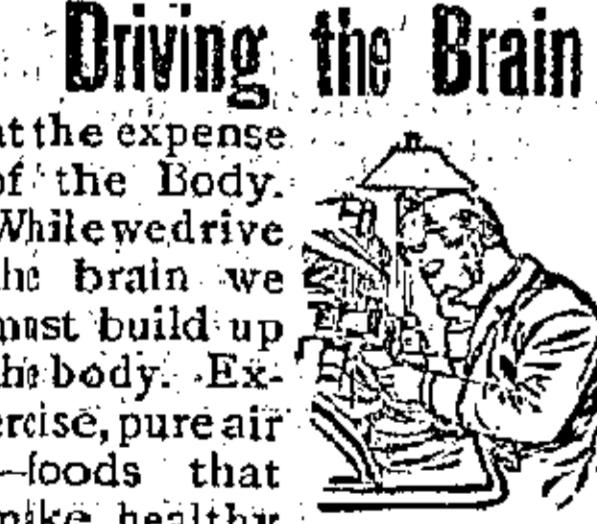
Packets will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. H. JOSEPH,
Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, December 6, 1894. 1894

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Driving the Brain

at the expense of the body. While we drive the brain we must build up the body. Exercise, pure air—foods that make healthy flesh—refreshing sleep—such are methods. When loss of flesh, strength and nerve become apparent your physician will doubtless tell you that the quickest builder of all three is

Scott's Emulsion

Cod Liver Oil, which not only creates flesh of and in itself, but stimulates the appetite for other foods.

Sons & Daughters, Ltd., London. All Classes.

See Agent for China and Hongkong: CHAN A ROCK, at WATKINS & CO., Hongkong.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *China Review*, contains one of the best sketches of Formosa Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

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INTIMATIONS.

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Mrs. STAINFIELD,
1, Queen's Road East,

Hongkong, June 30, 1894. 1894

PUBLICATIONS.

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1894.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894.

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THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

Calling of SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.

Twin Screw Steamships—6,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R., Wednesday, 26th Dec. 1894.

EMPEROR OF CHINA...Comdr. K. Archibald, R.N.R., Wednesday, 23rd Jan. 1895.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., Wednesday, 29th Feb. 1895.

THE magnificient Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make this voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan, and to Government Officials and their families.

Passenger tickets to accompany cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the line passes.

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For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent,
PRUDER STREET, 1895.

Hongkong, November 26, 1894.

1894.

SHARE LIST—QUOTATIONS.—DECEMBER 11, 1894.

Stocks. Nos. of Shares. Value. Pmt. up. Closing Quotations, Cash.

SHIPS.

Hongkong and Shanghai Bank Co., 30,000 \$ 120 all 103 1/2 prem., sales & buyers

New Issue..... 99,875 £ 10 1/2 1.10 prem.

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China Traders' Insurance Co., Ltd.... 24,000 \$ 83,335 20 100, buyers

North China Insurance Co., Ltd.... 5,000 £ 200 20 195, buyers

Strata Insurance Co., Ltd.... 30,000 \$ 100 20 117

Union Insurance Society Co., Ltd.... 8,000 \$ 250 50 124, sales and sellers

Yangtze Insurance Association, Ltd.... 60 n 1 77

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China Fire Insurance Co., Ltd.... 20,000 \$ 100 50 172, sales and buyers

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China & Manilla S. S. Co., Ltd.... 12,500 \$ 125 all 79 prem., sales

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Dong Steamer Co., Limited.... 20,000 \$ 10 1/2 242, sales and sellers

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China-Borneo Company, Ltd.... 7,500 \$ 10 1/2 ab. 100, prem.

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